

David Gibson - Online Submission from T J Mundy (support)

From: T J Mundy <toej_612@hotmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 1:56 PM
Subject: Online Submission from T J Mundy (support)
CC: <assessments@planning.nsw.gov.au>

As a young resident of Sydney i am in full support of this development and recognise the importance of it for the future of the city as a whole. I would like to see design excellence and potentially taller buildings in the final design, especially in regards to the landmark hotel over the harbour.

Name: T J Mundy

Address:
4 minns road, gordon

IP Address: c122-106-202-253.belrs3.nsw.optusnet.com.au - 122.106.202.253

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241
F: 02 9228 6488
E: david.gibson@planning.nsw.gov.au

Powered by Internetix Affinity

David Gibson - 06 sept.2010 Objection to Barangaroo MP06_0162_MOD4

From: "paul franks" <pfranks@smartchat.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 9/09/2010 12:13 PM
Subject: 06 sept.2010 Objection to Barangaroo MP06_0162_MOD4

Paul Franks
 Unit 10A / 161 Kent Street
 Millers Point NSW 2000

06 September 2010

The Director, Government Land & Social Projects
 Department of Planning
 GPO Box 39
 Sydney
 Email: plan-comment@planning.nsw.gov.au

Dear Sir

RE: Proposed Major Project Application reference MP06-0162-MOD4
 Barangaroo

I object to this proposal proceeding as it fails the following, & impacts on the current existing amenities of the residents.

- 1 The current concept plan differs & does not comply with the approved concept plan & the current exhibited models & documentation are conflicting & misleading.
 The proposed GFA is now some 80% more than the original GFA of the approved concept plan & is now a gross over development.
- 2 Does not provide the 50% of dedicated public open space in the approved concept plan protected permanently from further development. New Harbour Water Inlets should not be counted as dedicated public open space, as the public cannot walk on water.
 The set back of buildings has been reduced to 30 M to match the existing King Street Wharf & Darling Harbour developments which already are proving to be too narrow for public use.
- 3 Does not provide for the increase in pedestrians & vehicles by way of additions to roads, footways, & public transport.
- 4 Destruction of Maritime history infrastructure & The Working Harbour.
- 5 Removal of the cruise ships terminal & proposed relocation to White Bay, & there is no Authority approval for a Cruise Ship Terminal at White Bay.
- 6 Does not protect the Harbour from privatisation such as the proposed Hotel over water
- 7 The NSW Government has not provided complete transparency & accountability for public consultation, planning, approval process, & financials.

The NSW State Government is in breach of the correct process of disposing of crown land, due to the conflict of interest of being the land owners & the 3A Consent Authority over the same land.

There is a conflict of interest due to profit sharing between Lend Lease & the various NSW Governments departments.

8 The proposed high rise buildings are located further north of the approved concept plan & will cause considerable view & property value loss to existing residents.

9 There is no justification for the huge under ground parking due to easy access to the nearby major train, bus & ferry terminals & the use of increasingly popular car share schemes proposed by other responsible Authorities to reduce vehicle traffic.

The entire application should be with drawn on the basis of inaccurate documentation as the Bulk Excavation & Basement Car Parking application Reference MP19_0023 seeks approval for maximum 880 spaces cars while the drawings & associated schedules represent 1025 car spaces, & this application Reference MP06_0162_MOD4 seeks to increase this parking to 2,700 car spaces.

10 The proposed traffic assessment is wrong in describing that the surrounding roads can absorb the increase, as already there are traffic jams at peak hours in Kent Street approaching the Harbour Bridge, compounded by the recent loss of one traffic lane to Kent Street to a cycle way.

This shows a complete break down of cooperative planning between Authorities resulting in the SHFA (NSW Government) increasing the traffic flow into Kent Street while the Sydney City Council is doing the exact opposite by reducing the traffic flow by reducing the number of traffic lanes. Further traffic & resulting traffic jams will make it difficult for existing residents using their cars in this area to access their buildings.

11 The application makes reference to The Metro should it proceed. It is therefore unclear on whether the traffic studies include The Metro or not.

12 The disposal of the toxic excavated material cannot be used to cover a further car park & create a headland park as to date these elements have no final approval.

The present hard standing is protecting the public from the under lying toxic fill .To stockpile this fill above ground will expose the Public to toxic & dust health hazards & deny the Public access to large areas of Barangaroo to be used as a stockpile area by Lend Lease for unknown extended periods.

Why should the local Residents be subject to these health risks for development opportunities?

It is not acceptable that "Predicted Health Impacts associated with the DECCW declared portion of the site & other works will be part of a separate project application"

The proposal fails to disclose that Hickson Road will need to be closed to dispose all known under ground toxic material

The statement that air pollution will only effect the western facing air intakes to existing buildings is grossly wrong & demonstrates the misleading & dishonest information in this proposal.

13 The proposal removes the cruise ship passenger terminals. In years to come when the world runs out of fossil fuel we will regret their loss as the best & perhaps only practical solution for people to travel overseas.

The existing terminal is an enormous benefit as the gateway to Sydney in conjunction with nearby Circular Quay. All existing berthing facilities must be retained to accommodate

the maximum number of ships, for the future.

Other cities have recognised the importance of shipping terminals & have successfully retained & incorporated them, e.g. Harbour Side Singapore, Docklands Cape Town, Shanghai China, Yokohama Japan, & Canada Bay Vancouver, & in Australia, Hobart, Melbourne, Newcastle, Brisbane, Cairns, Darwin, & Perth.

A reminder of the past mistakes made in removing existing infrastructure is the loss of Sydney's great tram service regarded as the best & most extensive in the world, in contrast to the poor service & extent of the present day Mono Rail & Light Rail.

14 Hickson Road is too narrow to accommodate the proposed retention of existing parking, (presently 50% occupied all day by roting of the disable parking scheme) increased traffic, & some form of public transport i.e. light rail etc. Without a new public transport, the increase use of private vehicles may well need the introduction of unpopular controls such as congestion taxes.

15 The toxic waste clean up must be paid for by the people responsible for the toxic waste & not at any stage before, during or after the development, by the Public, or from any profits from Barangaroo which also belong to the Public.

16 The proposed huge buildings will capture & compress the very strong westerly winds with the resultant accelerated winds heading for Gas Lane as the only available escape channel

Yours Faithfully

Paul Franks

CC

Kristina Keneally	NSW Premier
Tony Kelly	NSW Planning Minister
Barry O'Farrell	NSW Opposition Leader
Brad Hazzard	NSW Shadow Roads & Ports Minister
Andrew Stoner	NSW Shadow Roads & Ports Minister
Clover Moore	MP & Mayor of Sydney
Andrew Petrie	Mayor of Woollahra
Genia McCaffery	Mayor of North Sydney
Jamie Parker	Mayor of Leichardt
Sam Iskander	Mayor of Marrickville
Alan Jones	Radio Talk Back Host
Robert Domm	CEO SHFA
Tanya Plibersek	Federal Member for Sydney

Rod Morris
Unit 17A / 161 Kent Street
Millers Point NSW 2000

09 September 2010

The Director, Government Land & Social Projects
Department of Planning
GPO Box 39
Sydney
Email: plan-comment@planning.nsw.gov.au

Dear Sir/Madam

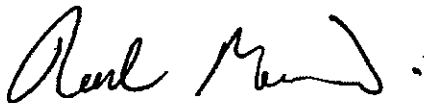
RE: Proposed Major Project Application reference MP06-0162-MOD4
Barangaroo

I object to this proposal proceeding as it fails the following, & impacts on the current existing amenities of the residents.

- 1 The current proposed plan varies greatly from what was accepted and recognised as 'the winning scheme' in the competition that was conducted (commonly referred to the Hills Thalys Scheme). By comparison to that design, the Lend Lease proposal if it were to go ahead would be a ridiculous over development of the area.
- 2 The Lend Lease scheme does not provide 50% of the space remaining as accessible to the public ... and don't count the water areas (coves) – as I cannot walk on water.
- 3 The current plan has very little regard for current transport infrastructure – in particular the inadequate street access / capacity of Kent Street and its surrounding infrastructure.
- 4 There is an offensive lack of regard for the maritime history of the area – in particular the removal of the shipping terminal.
- 5 The privatisation of a part of Sydney Harbour by allowing the construction of a hotel in the water would set a dangerous precedent, as I'm sure other developers would use that as reasoning to try other similar projects on other parts of the harbour.
- 6 The lack of transparency, meaningful consultation and adequate time for people to view plans and express their objection – viz, the questionable 'Part 3A' Consent Authority.

- 13 The proposal removes the cruise ship passenger terminals. In years to come when the world runs out of fossil fuel we will regret their loss as the best & perhaps only practical solution for people to travel overseas.
The existing terminal is an enormous benefit as the gateway to Sydney in conjunction with nearby Circular Quay. All existing berthing facilities must be retained to accommodate the maximum number of ships, for the future. Other cities have recognised the importance of shipping terminals & have successfully retained & incorporated them, e.g. Harbour Side Singapore, Docklands Cape Town, Shanghai China, Yokohama Japan, & Canada Bay Vancouver, & in Australia, Hobart, Melbourne, Newcastle, Brisbane, Cairns, Darwin, & Perth.
A reminder of the past mistakes made in removing existing infrastructure is the loss of Sydney's great tram service regarded as the best & most extensive in the world, in contrast to the poor service & extent of the present day Monorail & Light Rail.
- 14 Hickson Road is too narrow to accommodate the proposed retention of existing parking, (presently 50% occupied all day by roting of the disable parking scheme) increased traffic, & some form of public transport i.e. light rail etc. Without a new public transport, the increase use of private vehicles may well need the introduction of unpopular controls such as congestion taxes.
- 15 The toxic waste clean up must be paid for by the people responsible for the toxic waste & not at any stage before, during or after the development, by the Public, or from any profits from Barangaroo which also belong to the Public.
- 16 The proposed huge buildings will capture & compress the very strong westerly winds with the resultant accelerated winds heading for Gas Lane as the only available escape channel

Yours Sincerely ... as concerned resident who truly loves this wonderful city ...



Rod Morris

CC

Kristina Keneally	NSW Premier
Tony Kelly	NSW Planning Minister
Barry O'Farrell	NSW Opposition Leader
Brad Hazzard	NSW Shadow Planning & Infrastructure Minister
Clover Moore	MP & Mayor of Sydney
Genia McCaffery	Mayor of North Sydney
Jamie Parker	Mayor of Leichardt
Sam Iskander	Mayor of Marrickville
Alan Jones	Radio Talk Back Host



9 September 2010

Mr Sam Haddad
Director General
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001
Email: plan_comment@planning.nsw.gov.au

Dear Mr Haddad

Re. Barangaroo Concept Plan Amendment (MP06_0162 MOD 4) - Hotel development, additional GFA & Height and Proposed Cultural Facilities

The Tourism & Transport Forum (TTF) is a national not-for-profit CEO forum representing 200 leading corporations and institutions in the Australian tourism, transport, aviation and investment sectors. TTF develops and advocates industry policy for the sustainable long term growth of Australian tourism.

TTF appreciates the opportunity to comment on the Barangaroo Concept Plan Amendment, in particular, the significant contribution Barangaroo will have in revitalising Sydney's tourism offering to international and domestic visitors.

Within this letter we provide specific comments on the importance of the development of an iconic harbour hotel on a pier at Barangaroo, and inclusion of public amenity and cultural facilities as part of the Barangaroo South development.

Sydney's importance to Australia's Tourism Environment

Sydney remains the largest gateway to Australia with over 2.6 million international overnight visitors and almost 7 million domestic overnight visitors each year. Each year these visitors spend a total of \$49.7 billion in Sydney¹.

Sydney has established its reputation as a must-see destination for international visitors, however has had relatively little new development in the way of appealing tourist attractions and hotels while other cities in Australia have forged ahead. For example, Melbourne has benefited substantially from the investment in new convention centre facilities, and with new and/or significantly refurbished hotels.

There is a real need to revitalise Sydney's offering and extend Sydney's appeal to ensure the city does not lose market share to other Australian cities, and also to the emerging Asian destinations.

¹ National Visitors Survey, YE March 2010, Tourism Research Australia & International Visitors Survey, YE March 2010, Tourism Research Australia.

The proposed development at Barangaroo provides such an opportunity. The Barangaroo South development as envisaged in the Concept Plan Amendment creates a new part of the city that celebrates Sydney's greatest asset, the harbour, and creates one of the world's great city waterfront walks along the harbour foreshore from Anzac Bridge to Wolloomooloo. TTF believe the proposed iconic hotel building will be a catalyst for event organisers and travel and tourism operators to further market Sydney as a business and visitor destination.

Requirement & Justification for the Hotel Development

Lack of Hotel Development in Sydney

Sydney has not seen any new hotel development since prior to the Olympics in year 2000, at a time when Crown Land was released specifically for tourism development. Sydney has undoubtedly been losing its competitive edge, domestically and internationally, due to a lack of investment in this critical infrastructure. One reason is that hotel development in most cases is not the most profitable use of private development land, leaving Crown Land as the most likely source of hotel development sites. As the availability of Crown Land is diminishing going forward, it is important that the opportunity for a hotel development at Barangaroo is not lost.

Strong Performance of the Sydney Hotel Market

Sydney hotels have been trading at very high occupancy levels for over 5 years, despite the impact of the GFC and the strength of the Australian dollar. In the most recent Australian Bureau of Statistics data released for the March Quarter 2010, Sydney hotels recorded an occupancy level of 86.9%. Given the mid week, weekend seasonality pattern, to reach this substantially high occupancy level, there would be days where the occupancy reached 100% and visitors would have to stay outside of the city. This demonstrates that the Sydney hotel market is operating at or near capacity and highlights the need for new hotel stock.

Additional corporate demand for hotel space in Sydney

TTF understand that there are substantial floor plates proposed for the office space at Barangaroo South, which are likely to attract leading financial businesses to establish their regional headquarters. To be an attractive business hub, Barangaroo must also offer facilities for business visitors, and be well connected to the rest of the city. The hotel is critical to the success of Barangaroo.

There is a basic requirement for the corporate guests that will visit these offices from overseas or from outside the city for a place to stay within close proximity to where they are doing business. Hence there is an underlying requirement for hotel accommodation at Barangaroo South to meet this additional demand. TTF understands from the economic study completed by the Centre for International Economics (CEI)², that it is anticipated that a significant share of the business that will be located in Barangaroo South is likely to reflect new activity for Sydney, rather than a relocation of business around Sydney's CBD. TTF believes this supports the requirement for new hotel in Sydney, as there will be additional demand, not just relocated demand.

² Building Barangaroo, Economic Impacts, Centre for International Economics, July-August 2010.

Benefits of the Hotel to the overall economy and local residents

According to the study completed by the CIE, it has been determined that the additional hotel space provided by Barangaroo South would generate revenue of at least \$16 million per year for the hotel directly.

We highlight however that tourist accommodation has a multiplier effect, with expenditure on accommodation accounting for less than 30 per cent of total visitor expenditure. The balance of direct visitor expenditure spills over into transport, food, retail and other ancillary uses. For every dollar of spending on accommodation, a further \$2.50 to \$3.50 is directly spent by visitors in other sectors. Using this as a basis, it can be deduced that the hotel at Barangaroo South will generate in excess of \$50 million of visitor expenditure in Sydney.

In regards to employment opportunities, industry data indicates that a premium hotel of the type proposed at Barangaroo would operate staff ratios in the region of one member of staff per guest room. Based on a 250 room hotel, it can be deduced that the hotel alone will employ at least 250 people per year. TTF further note that the spill over effect of the expenditure of the visitors staying at the hotel has the potential to create another 340 jobs in the general economy.

Benefits of an 'Iconic' hotel on a pier

TTF members (including existing owners and operators of hotels in Sydney) support the development of an iconic hotel at Barangaroo. It is believed that Sydney needs a new iconic hotel to revitalise the city and attract visitors to the city once more. The proposed hotel on a pier at the Barangaroo South site will be a welcome addition to Sydney's visitor attractions.

We stress however that the hotel needs to be of an iconic status in the way it is designed, the hotel management/ branding of the hotel and the pier location. With the hotel positioned out on a pier, it will offer a point of difference to the cityscape that is largely dominated by office towers. The pier location is important as it highlights Sydney's harbour lifestyle and reinforces one of the key attractions Sydney offers to visitors.

With the building having a striking design and located on a pier into Sydney Harbour, this could become one of the landmark hotels of the world. The hotel will provide a new icon for the city that emphasises and celebrates the harbour, in the way that the Eiffel Tower in Paris, Empire State Building in New York and the Burj Al Arab in Dubai have become destinations and attractions in their own right and are of immense value to any city.

TTF also supports the additional GFA and height of the hotel as proposed in the Concept Plan Amendment. The hotel must be sufficient stature to stand out from the city skyline. It must also be tall enough to ensure that the hotel will gain perspective towards the other Sydney landmark structures – the Harbour Bridge and Opera House. This is important to ensure the viability of the hotel, as higher room rates can be achieved if the rooms have landmark views.

The Hotel is a public space

Hotels by their very nature are public spaces offering guests the opportunity to 'own' a part of the hotel for a function, such as a wedding or party, or for a night. This is distinct from office or residential space, whereby access to the general public is limited. The hotel at Barangaroo is a building that Sydneysiders can be proud of, and a place where Sydneysiders can show their

visiting friends and relatives. TTF also strongly supports the proposed rooftop bar and public observation deck which will become leading attractions in Sydney.

TTF contends that there is a great opportunity for Barangaroo to put Sydney back in the international spotlight, with an iconic hotel as the main driver. Overall, the success of the hotel and its unique positioning on a pier that celebrates Sydney's harbour is imperative to the success of the overall precinct.

Public amenity and cultural facilities at Barangaroo

TTF strongly supports the Concept Plan Amendment proposal for 10,000 square metres for community uses including a cultural centre. Public amenity will form an important part of the character and functionality of Barangaroo. Restaurants, conference space and cultural facilities will invigorate Barangaroo as a lively place to visit while encouraging people to stay longer and spend more at the destination.

Specifically, TTF supports the inclusion of the following amenities in the Barangaroo concept plan:

Hospitality and conference facilities

Hospitality and conference events are a necessary extension of doing business. Restaurants and function space offer informal avenues to broker business, network, and host clients. Restaurant and hospitality outlets will also be required to support the office worker population inhabiting the site.

TTF contends these amenities are an integral part of any functioning precinct, with consideration also needed for larger banquet space should this facility not be included in the hotel component of the development.

Consideration should also be given to the retail offering at Barangaroo. Shopping for pleasure is the second most popular activity for international visitors to Australia; second only to eating out or dining in a restaurant. For the year ending March 2010, there were 4 million international visitors who participated in a retail experience, spending a total of \$15.1 billion in the Australian economy.

Given the iconic nature and design of Barangaroo, aspirational retail brands which match the image of the hotel and the precinct will act as drawcards to the area, facilitating greater use of Barangaroo as a leisure and recreation destination.

Indigenous Interpretation and Cultural centre

Cultural and heritage attractions act as demand drivers for a destination and support the use of ancillary services such as retail and hospitality outlets. Cultural and heritage visitors are also a lucrative sector of the visitor market. For the year ending March 2010, 2.7 million cultural and heritage visitors visited Australia, spending at total of \$11.3 billion in the Australian economy. They spend more and stay longer than the average visitor.

Cultural and heritage facilities such as exhibition and gallery spaces as well as education facilities will provide a contemporary interpretation of the rich history and indigenous significance of the Barangaroo site. Performance spaces, including a lyric style theatre facility,

will also add considerable vibrancy to the development. Consideration should also be given to how these facilities will compliment and enhance cultural facilities planned for the headland.

TTF supports the proposed inclusion of an auditorium in the cultural building for year-round events which will activate the precinct and extend Events NSW's calendar of events in and around Sydney harbour.

Conclusion


Barangaroo South will undoubtedly support Sydney's competitiveness as an important business hub in the Asia pacific region and make a significant contribution to the economic development of Sydney and NSW overall.

The new waterfront square, cultural centre, waterfront promenade and iconic hotel and pier at Barangaroo South all provide new attractions for visitors to Sydney and Australia and present an opportunity to re-market Sydney on the global stage as a business and tourism destination.

Additionally, the hotel has practical benefits. It will generate economic activity and employment; provide much needed room capacity; and, will attract additional retail and leisure operators to the western edge of the city.

The Tourism & Transport Forum strongly supports the Concept Plan Amendment for Barangaroo.

Regards



CHRISTOPHER BROWN
Managing Director

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details

Name of person making this disclosure PAMELA SAYERS, EXECUTIVE DIRECTOR & COMPANY SECRETARY, ON BEHALF OF CHRISTOPHER BROWN Planning application reference (e.g. DA number, planning application title or reference, property address or other description) BARANGAROO NP06.0162 MOD4 (HOTEL DEVELOPMENT, ADDITIONAL GFA & HEIGHT)

Your interest in the planning application (circle relevant option below)

You are the APPLICANT YES / ☒ NO OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES / NO

Reportable political donations made by person making this declaration or by other relevant persons

* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).

* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR

* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.

Name of donor (or ABN if an entity)	Donor's residential address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
54050 036 041 TOURISM & TRANSPORT FORUM	LEVEL 8, 8-10 LOFTUS STREET SYDNEY NSW 2000	ATTACHED SHEETS		

Please list all reportable political donations—additional space is provided overleaf if required.

By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.

Signature(s) and Date

P Sayers 10/9/2010

Name(s)

Pamela Sayers

Advocacy Services Australia Limited - 54 050 036 041
Tourism & Transport Forum (TTF)

Date	Event Date	Political Party	Address	Cash (Monetary)	Contra (Gift in kind)	Detail	Notes
		ALP					
7-May-08		ALP NSW Branch	9th Floor, 377-383 Sussex Street, Sydney NSW 2000	\$ 20,000.00		LBD 08-09 Associate Partner	ALP Business Dialogue 08/09 membership (\$22000 GST inc)
27-Jan-09		ALP NSW Branch	9th Floor, 377-383 Sussex Street, Sydney NSW 2000	\$ 454.55		Afterdinner	NSW Premier & Cabinet Dinner
				\$ 20,454.55			
TOTAL				\$ 20,454.55	\$ -		\$ 20,454.55

FINANCIAL YEAR 2008-09

Date	Event/Date	Political Party	Address	Cash (Monetary)	Contra (Gift in kind)	Detail	Notes
		Liberal Party/Nationals					
1-Sep-08		Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	\$ 10,000.00			Millennium Forum Sponsor Business (\$1000 GST Inc)
9-Feb-09	26-Mar-09	Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	\$ 200.00		Attendee	Start the Change Dinner
29-Mar-09	27-Mar-09	Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	\$ 81.82		Attendee	Davidson Business Breakfast (Davidson SEC)
5-Jun-09	26-May-09	Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	\$ 750.00		Attendees	Future of Public Transport Lunch with Gladys Berejiklian
	31-Mar-09	Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	\$ 550.00	\$ 600.00	Jetstar Flights	Mike Baird Anniversary Dinner (Flights not claimed by the expiry date)
		Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	\$ 11,581.82	\$ 600.00	Attendee	Endeavour Forum (Cook FEC)
		The National Party of Australia - NSW	GPO Box 4558, Sydney NSW 2001	\$ 545.45		Attendee	Andrew Stoner MP Boardroom Lunch
31-May-09	5-May-09	The National Party of Australia - NSW	GPO Box 4558, Sydney NSW 2001	\$ 545.45	\$ 1,537.50	Hosted Luncheon	Hosted - Andrew Stoner MP Luncheon
				\$ 545.45	\$ 1,537.50		
				\$ 12,127.27	\$ 2,137.50		\$ 14,264.77

FINANCIAL YEAR 2009-10
ELECTION FUNDING AUTHORITY

Advocacy Services Australia Limited - 54 050 036 041
Tourism & Transport Forum (TTF)

1 July 2009 - 31 December 2009

Political Party	Address	Receipt/ Invoice Date	Event Date	Cash (Monetary)	Contra (Gift in Kind)	Detail	Notes	Donation Code
ALP								
ALP NSW Branch	PO Box K408, Haymarket NSW 1240			\$ 13,750.00		Business Dialogue	Executive Partner	M
ALP NSW Branch	PO Box K408, Haymarket NSW 1240		16-Oct-09		\$ 350.00	154th Anniversary Labor Day Dinner	Dinner for two to the value of \$150 at Ice Cube Seafood Bar & Grill + One night's accommodation in a one bedroom apartment at Guest Serviced Apartment, World Square, Sydney (Prize not claimed by expiry date 31 Dec 09)	Other - gift in kind
	Total			\$ 13,750.00	\$ 350.00			
Liberal Party/Nationals								
Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	28-Aug-09	11-Sep-09	\$ 2,500.00		Business Forum	Attendee	M
Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340	31-Aug-09		\$ 10,000.00		Millennium Forum	Business Sponsor	M
				\$ 12,500.00	\$ -			
	Total			\$ 26,250.00	\$ 350.00			

FINANCIAL YEAR 2009-10
Election Funding Authority

Advocacy Services Australia Limited - 54 050 036 041
Tourism & Transport Forum (TTF)

1 January 2010 - 30 June 2010

Political Party	Address	Date Paid	Receipt Invoice Date	Event Date	Cash (Monetary)	Contra (Gift in Kind)	Detail	Notes
ALP								
ALP NSW Branch - Grayndler	PO Box 5100, Marrickville, NSW 1475			2-Nov-09	\$ 100.00		Two tickets to the Anthony Albanese Fundraiser	Dinner
ALP NSW Branch - Grayndler	PO Box 5100, Marrickville NSW 1475			2-Nov-09	\$ 350.00		Two tickets to the Anthony Albanese Fundraiser	Donation
ALP NSW Branch	PO Box K408, Haymarket, NSW 1240			12-Apr-10	\$ 400.00		Attendance to dinner with Julia Gillard (Deputy PM)	Dinner
ALP NSW Branch	PO Box K408, Haymarket NSW 1240		6-May-10		\$ 100.00		Raffle Ticket	
ALP NSW Branch					\$ 600.00		Lunch with Chris Bowen MP	Lunch
ALP NSW Branch					\$ 200.00		Raffle Ticket	
					\$ 1,750.00			
	Total							
Liberal Party/Nationals								
Liberal Party NSW Division - North Sydney FEC	PO Box 1789, Neutral Bay NSW 2089			29-Sep-09	\$ 1,000.00		Hocktober Dinner	
Liberal Party NSW Division - Willoughby	PO Box 2043, Bowral NSW 2576			26-Feb-10	\$ 900.00		Attendance to 1 Year to Go Dinner	Gladys Berejiklian MP for Willoughby - Table of 10
Liberal Party NSW Division - Willoughby	PO Box 2043, Bowral NSW 2576		28-Jan-10				Attendance to 1 Year to Go Dinner	Gladys Berejiklian MP for Willoughby - 1 extra place
Liberal Party NSW Division - Bradfield	Suite 8, 12 Tryon Road, Lindfield NSW 2070		5-Mar-10	27-Nov-09	\$ 90.00	\$ 5,915.00	Cocktail Reception with the Hon Joe Hockey MP	
Liberal Party NSW Division				26-Mar-10	\$ 3,000.00		Attendance to Countdown to Change	
Liberal Party					\$ 100.00		Raffle Ticket	
The Nationals	GPO Box 4558, Sydney NSW 2001				\$ 5,000.00		National Engagement Package (Bronze)	
Liberal Party					\$ 110.00		Raffle Ticket	
NSW Liberal Forum	PO box 355, North Sydney NSW 2059			30-Apr-10	\$ 500.00		Attendance to dinner with General Peter Cosgrove AC MC	
Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340			27-May-10	\$ 300.00		Lunch with Rob Stokes & Gareth Ward	
Liberal Party - Berowra FEC	11-15 Albert Street, Hornsby NSW 2077		2-Jun-10		\$ 750.00		Peter Reith Dinner	
Liberal Party NSW Division	Locked Bag 2, Kings Cross NSW 1340			10-Jun-10	\$ 220.00		State Budget Breakfast with B O'Farrell & M Baird	
					\$ 11,970.00	\$ 5,915.00		
	Total							
	Grand Total				\$ 13,720.00	\$ 5,915.00		

EMERITUS PROFESSOR G.P.(Peter) WEBBER
PLANNING ARCHITECTURE URBAN DESIGN
6 SPRUSON STREET, NEUTRAL BAY 2089
ABN 50 342 516 946 PH/FAX 02 9955 4294
E mail peterwebber@bigpond.com

The Director-General
Department of Planning
GPO Box 39
Sydney NSW 2001

7th September 2010

Dear Sir,

'BARANGAROO' MP 06-0162 MOD.4: SUBMISSION

I write as a planner, urban designer and former Commissioner of the NSW Planning and Environment Commission, with a long involvement in development issues. I have been involved in various capacities in the design and/or assessment of several thousand applications throughout the State and elsewhere. A copy of my c.v. is attached. Although I do not live where I would be immediately affected by the proposal, I do have very serious concern about the potential major adverse impacts of the development on the City. I have studied the documentation and am familiar with the site.

The proposal is by far the largest development ever contemplated in the City. It covers almost double the site area of Sydney's 'Rocks', and completely dwarfs the so-called 'Toaster' development at Circular Quay in height, scale, density and impact. I have formed the view that the design is unacceptable in numerous respects, and that the formal application as submitted is seriously flawed.

The comments below concentrated primarily on the proposed intensive development towards the southern end of the site, although I do also have major reservations in relation to the false 'natural headland' proposition at the northern end. This latter is a somewhat naïve and extravagant concept which is inconsistent with respected conservation philosophy. I am aware of the well-considered position of the National Trust (NSW) in relation to issues on the site and defer to its advice on conservation issues, -if not necessarily in relation to the form of new buildings. On conservation matters I would urge the Department to recognize and endorse the position of the Trust in assessing the application.

In attempting to understand the reasons why the buildings on the southern part of the Barangaroo site have taken the particular form proposed I have studied the report which would normally be expected to provide this information, -the *Urban Design Statement* by Rogers Stirk Harbour + Partners. Unfortunately this document is deeply flawed, containing numerous unsupported and/or inaccurate assertions, notably those which attempt to justify the most critical consideration, -the location, form, height and density of the very tall buildings. It tends to read as a 'public relations' exercise rather than an independent professional submission.

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PHYSICAL FORM

On such a very large site which is in essence open and undeveloped, any responsible approach would analyse the broad context and in particular the dominant established city form, and develop a scheme which would complement and enhance the city. The taller buildings in the city are clustered towards the ridge, and to the west they progressively step down in height, -with those immediately to the south and addressing the waterfront being of the order of four storeys. This form respects the existing topography, gives some consistency to the silhouette of the city, and helps to preserve views and outlook from buildings to the east.

The development as proposed bears no relationship to the form of the city. It comprises very tall structures, much higher than those nearby to the east and to the south, grouped to produce an extremely assertive impact. This is dramatically exacerbated by the proposed hotel sited in the harbour itself. It is apparent that the design has emerged from some other *unidentified* premise, since it bears no relationship to the City of Sydney. Figs 1 & 2 attached are indicative of the intrusive elements. One can only speculate as to whether the designers were paying homage to overseas precedents such as Dubai, New York, Canary Island in London? One is none the wiser after referring to the urban design document which contains blatantly misleading statements such as '...it is essential that Barangaroo South forms an integrated part of the existing CBD rather than a standalone development.' (p.24), when it is obvious that the development is totally lacking in 'integration'. In the Preface the statement that 'The CBD sets the standard for the heights, density and morphology of the proposed buildings in Barangaroo South.' appears to be an attempt to argue that because there are very tall buildings in the CBD, similar buildings are justified on the waterfront, -although no rationale or detail is offered in support.

SYMBOLISM

There is a timeless convention in the design of the cities we admire that the prominent and special building forms represent activities relating to the highest aspirations of human beings, -whether cultural, civic or spiritual. We read and appreciate the nature of a civilization by the symbolism inherent in the form of buildings. In such a conspicuous location it is reasonable to expect that the dominant building form will reflect our higher values.

Instead the overwhelming image of the development is that of a highly intrusive private building intended entirely to serve commercial ends, unashamedly promoted as:-

- . '...landmark building that...makes a bold statement to the world about Sydney as a business and tourism destination...'
- . '...sailing above the pier...acting as an entrance beacon to Darling Harbour.'

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The structure would be grossly overwhelming in scale and sheer size, yet the document falaciously asserts that it will '...stand tall, yet touch the ground lightly, as a reference to the tall ships that used to berth on the quaysides at Barangaroo.'

The community does not need or desire 'bold statements' or 'entrance beacons' anywhere on the site, let alone on public property in harbour waters. The proposal is insensitive and unacceptable for these reasons alone, apart from the unfortunate precedent which would be established if a private building were to be approved in such a location.

VIEW IMPACTS

The siting and form of the very high buildings would have significant adverse impacts on views to and from the city. From locations to the south, west and north of Barangaroo the development would be extremely prominent and compromise prospects of the established city form.

From within the city it will have major impacts on existing commercial and residential properties to the east, whose owners are surely entitled to expect that the design of any buildings, particularly those on public land, would reasonably respect their amenity.

From viewpoints in existing streets and other public land there will be varying negative impacts, none of more concern than the outlook from Observatory Hill, one of the most precious in Sydney for tourists and Sydney people alike. As demonstrated indicatively in figs 3 & 4 the view would be compromised and unacceptable. The Department will no doubt be aware of the initiatives which have been taken over many years in relation to other developments to ensure that these views were conserved, -it would be tragic if these were to be simply disregarded.

ALIENATION OF DEEPWATER FRONTAGE

The application proposes in effect the permanent alienation of a large part of the foreshore from public ownership. This could only be recovered at huge cost to the community. With peak oil inevitably approaching and potentially prohibitive cost of air travel, it is very likely that within several decades all available deepwater frontages will be required for shipping, both for passengers and freight. In the meantime it remains an ideal location for cruise ships which should not be removed to other less suitable locations. Shortsighted decisions in relation to Woolloomooloo and Walsh Bay have already alienated those sites, and it is critical that the full frontage of Barangaroo should be readily available for shipping whenever needed.

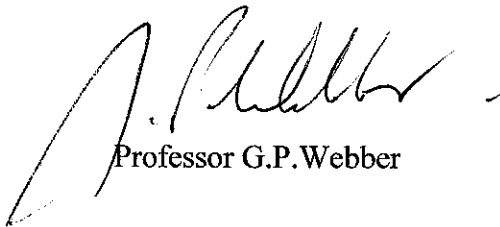
There are numerous other major aspects which are of concern, -extensive overshadowing of the water and the pleasant waterfront development to adjoining to the south, excessive visual bulk when viewed from Darling Harbour, one of our prime

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tourist and recreation areas, -narrow and bleak gaps between the high-rise buildings.
These are impacts which cannot be resolved in the scheme as proposed.

It is impossible to comprehend how an application which is so seriously flawed could have proceeded to this stage. The shortcomings in the design and the supporting documentation are of such extreme nature that the Department has in my view no alternative but to recommend refusal of the application.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'G.P. Webber', with a long horizontal line extending to the right.

Professor G.P. Webber

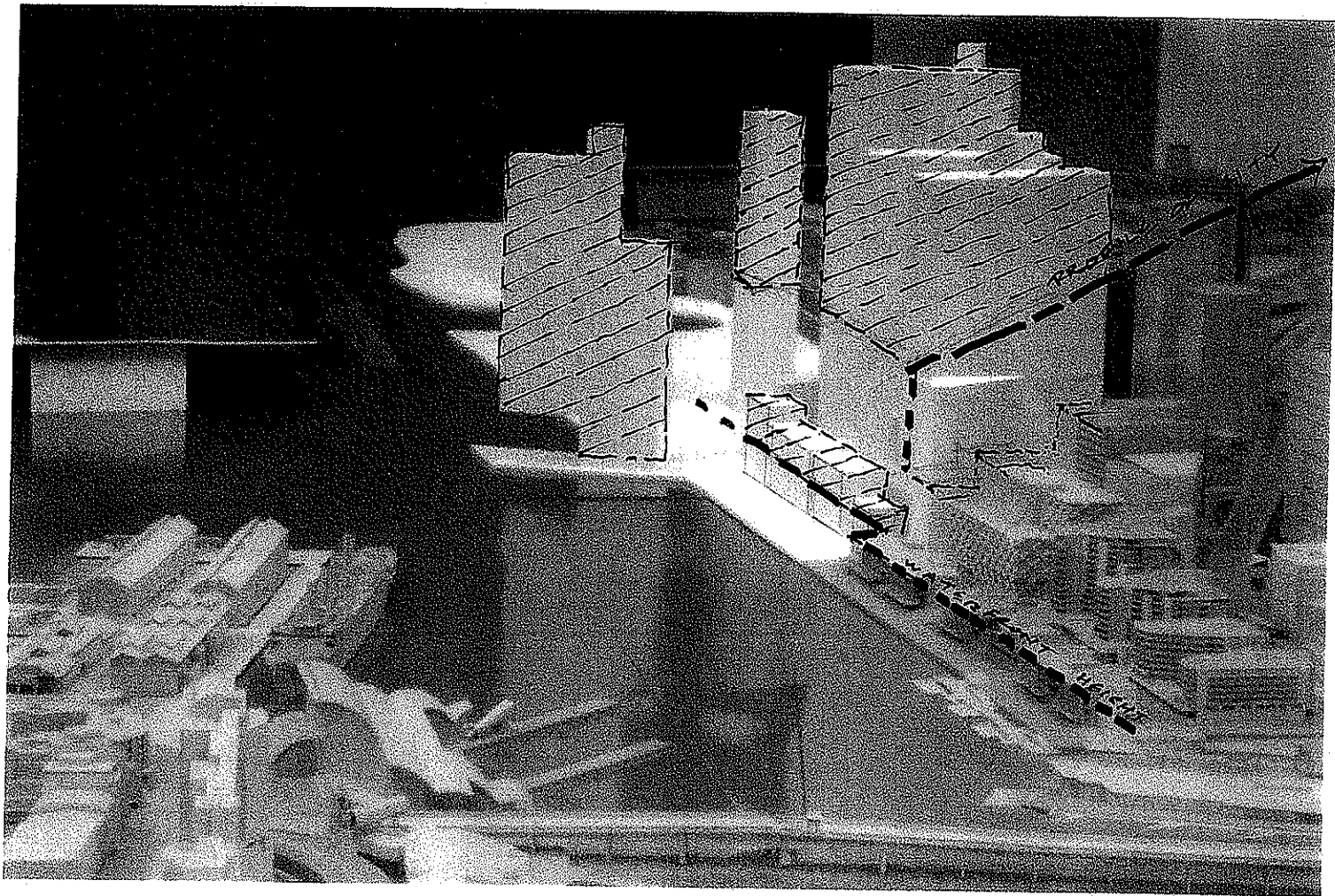


FIGURE 1
VIEW FROM SOUTH-WEST
Unacceptable bulk shaded

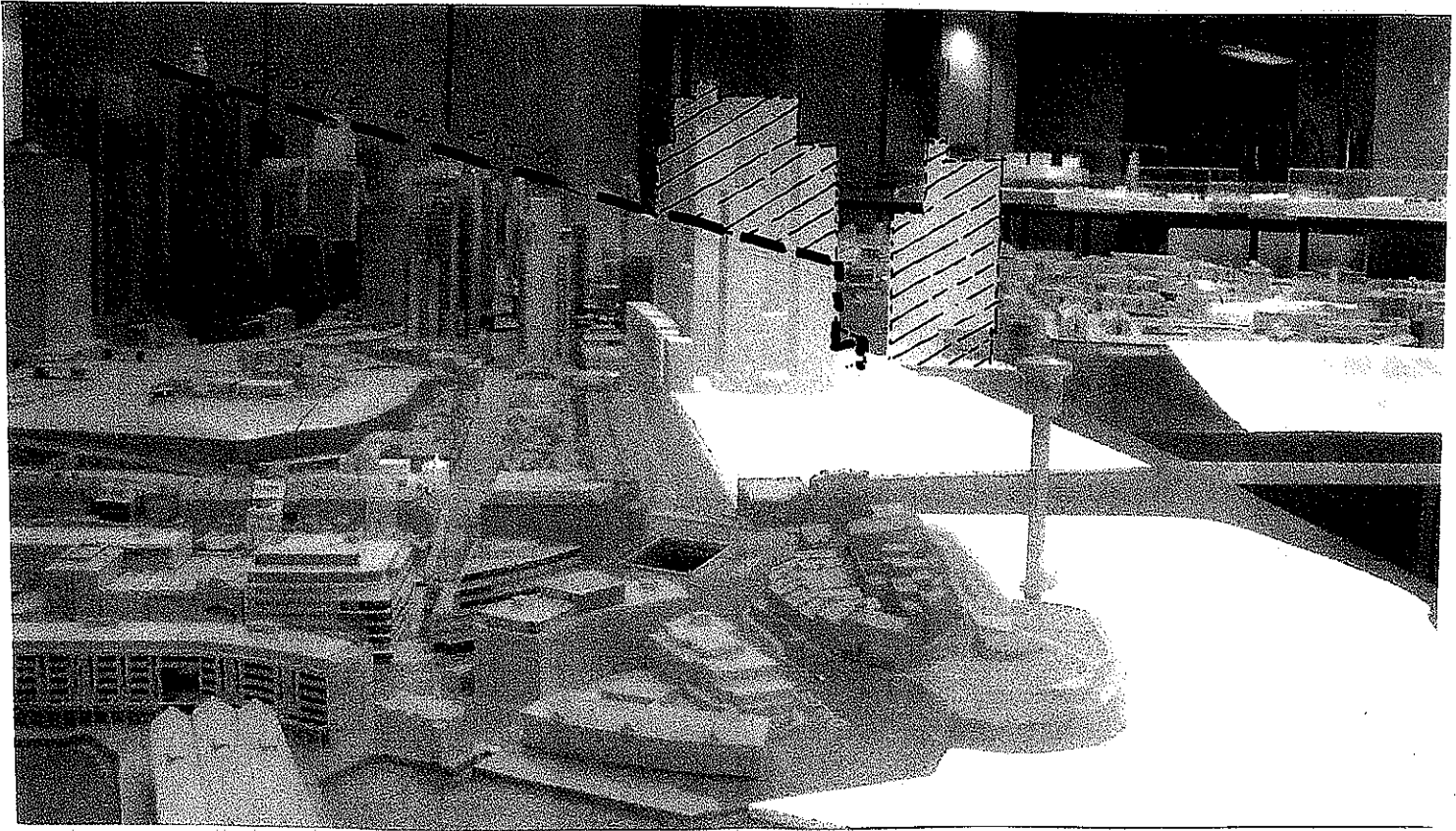
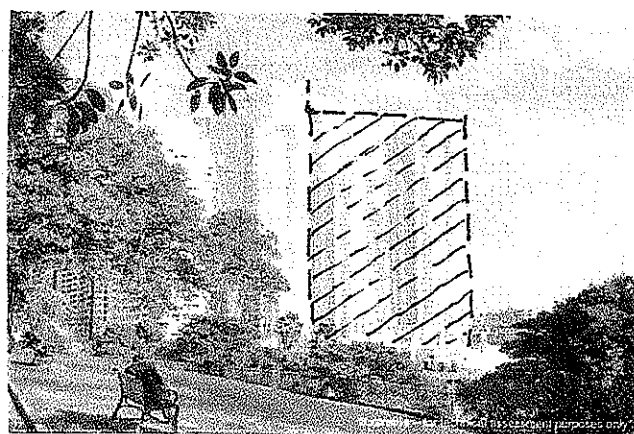
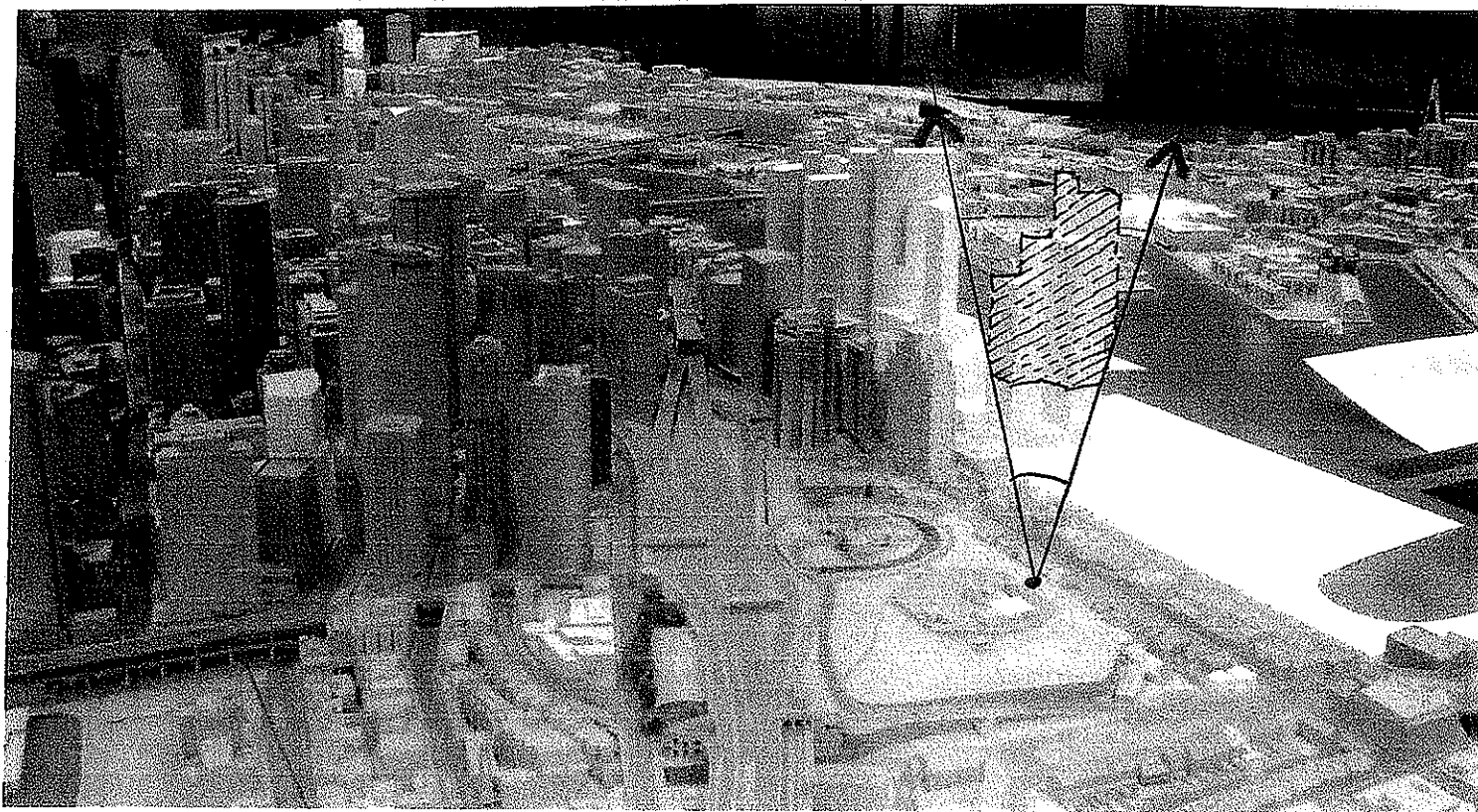


FIGURE 2
VIEW FROM NORTH
Unacceptable bulk shaded



FIGURES 3 & 4
VIEWS FROM OBSERVATORY HILL
Unacceptable bulk shaded

David Gibson - Online Submission from craig ruddy of artist (object)

From: craig ruddy <craigruddy@yahoo.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 10:58 PM
Subject: Online Submission from craig ruddy of artist (object)
CC: <assessments@planning.nsw.gov.au>

Sydney prides itself as one of the most beautiful cities in the world and boasts the most spectacular harbour on the planet. It astounds me then that city planners still play safe and stick to basic textbook aesthetics simply to satisfy the greed of a few fat cats.

The site deserves a masterpiece that enhances the harbour experience and enriches the life of all Sydney residents and it's visitors.

Get more creative.

Name: craig ruddy
Organisation: artist

Address:
32/20 illawong avenue Tamarama 2026

IP Address: 114.72.250.141.optusnet.com.au - 114.72.250.141

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhiive.com/index.pl?action=view_site&id=188

David Gibson

Senior Planner, Government Land & Social Projects

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David Gibson - Online Submission from G. Ranson (object)

From: G. Ranson <gabriella747@hotmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 11:35 PM
Subject: Online Submission from G. Ranson (object)
CC: <assessments@planning.nsw.gov.au>

I'm passionate about Sydney and what this beautiful city has to offer. How many times have we passed by many buildings in Sydney, many new areas and thought "ohh no!!!! What were they thinking to build something so horrible, impracticable and downright greedy!!!" such as this project - it is totally a disgrace!!! It is totally just ugly!!!

Certainly will not enhance the beauty of Sydney in any way at all!!!

I don't live in the city and it doesn't affect me personally but I do feel I am part of Sydney and take pride in being a Sydney citizen, and I like to take pride also in showing the city to all my overseas visitors that come to visit us here! I believe this "ugly concrete monstrosity" will make a lot of people feel ashamed unhappy and many tourist will think and share bad vies of Sydney and it's developments and council.

I believe it is our right to have a better environment in our city! I truly hope you will not go ahead with this ugly greedy plan! and you will carefully consider the true needs of your citizen and the health of our city!

G. Ranson

Name: G. Ranson

Address:
12 Hargrave Lane
Paddington, NSW 2021

IP Address: 203-158-45-130.dyn.iinet.net.au - 203.158.45.130

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
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Gerald D Healy
20/155 Kent Street
Millers Point, NSW 2000

The Director, Government Land and Social Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Your ref: MP06_0162 Mod 4

9 September 2010

Attn. Daniel Cavallo, A/Director

Dear Sir,

**Major Project Application MP06_0162 MOD 4
Barangaroo Concept Plan Amendment (Modification No. 4)**

Thank you for your letter of 6 August 2010 advising of an application from Lend Lease (Millers Point) P/L for modification of the Barangaroo Concept Plan. I wish to submit my objections to the approval of the modification in the following sought areas:-

- Increase of 59,965m² gross floor area (GFA) within approved Blocks 1-4
- Removal of approved 8,500M² of passenger terminal GFA and increase in GFA for active and community uses
- Increase in building height (RL) from 112 m to 209 m for Block 3
- Maximum increase in building height (RL) from 100 m to 175 m for Block 4
- Redistribution of land use mix and reconfiguration of public promenade, resulting in a reduction in width of the promenade from a minimum of 60 m to 27 m.
- Revisions to built form controls and urban design principles

My objections to the increase of 59,965m² gross floor area (GFA) within approved Blocks 1-4 are.

I object to the increase in floor space as it breaks the principles of the approved concept plan and major development State Environment Planning Policy by failing to allow:-

1. Retention of significant views across the site to the waterfront and across the Harbour from Millers Point.
2. Retention of existing view corridors from the elevated portions of the existing Napoleon Street.

Further I object as a Kent Street residence of Millers Point, 100% of my southern and 55% of my westerly views, will be lost.

My objections to the removal of the approved 8,500M² of passenger terminal GFA and increase in GFA for active and community uses are:-

1. Barangaroo (Darling Harbour) has long been a working port and retention of the **approved** passenger terminal will retain the heritage of the area.
2. Sydney harbour is the best harbour in the World to live and visit, to take local travelers and overseas visitors away from the approved existing passenger terminal, will do a great disservice to these people, Sydney our State and

Australia. Berthing close to the business and retail centres pours not only admiration on a city but also injects millions of dollars into the State.

I have seen many people in ports around the world stay on board cruise ships rather than take a shuttle bus through traffic. When retail therapy is not close to hand they save their money for a city that accommodates them.

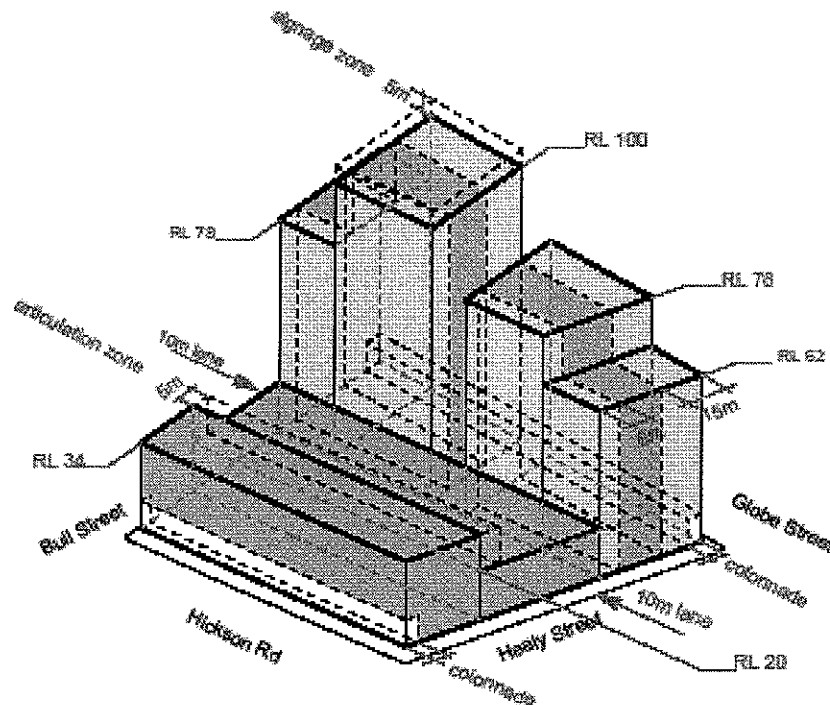
3. Cruise ships add interest, beauty and excitement to our residents, visitors and employees of the future at Barangaroo.
4. The approved passenger terminal provides a multi functional centre for the majority of the year not only for community uses but also for corporate seminars and functions.

My objections to the increase in building height (RL) from 112 m to 209 m for Block 3 are:-

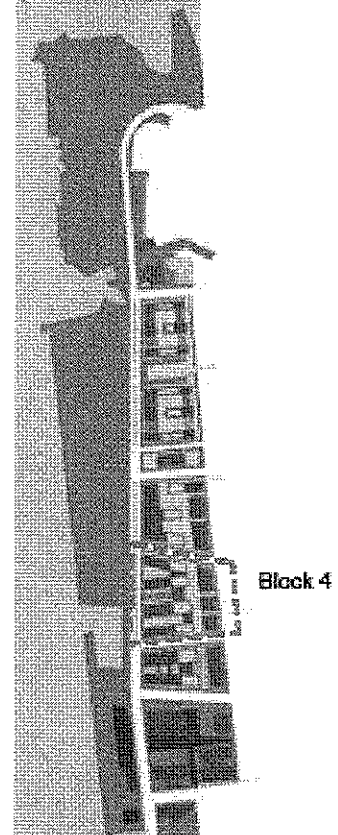
1. This proposed 87% increase in height deprives me of my existing line of sight and my right of privacy.
2. I accept your advise that pursuant to section 75W of the *Environmental Planning and Assessment Act 1979*, the proponent may request the Minister to **modify** the Minister's approval for a project (EA). A definition of **modify** is "make partial or minor changes to (something), typically so as to improve it or to make it less extreme". To increase something's height by 87% fails the proponents wish to justifiably make this request under section 75W and therefore should be rejected. The proponent may of course lodge a new Major Project Application.

My objections to the maximum increase in building height (RL) from 100 m to 175 m for Block 4 are, my loss of right to an existing view, loss of privacy, loss of solar access and sunset view during summer evenings. Discomfort caused by increased wind velocity both to my residence and the environs.

1. Block 4, it is stated has a proposed height increase from 100 to 175m, an increase of 75%. However block 4 is now proposed will be broken into three sections 4A, 4B and 4C.
2. Section 4B is proposed to have a building block R5 built to a proposed height of 174m, the previous height (please see below) of the building at this site (4B) was 35m, approval of what if farcically called modification would raise the height by 139m a staggering 397%.
3. Section 4C is proposed to have a building block R4 built to a proposed height of 160m, the previous height (please see below) of the building at this site (4C) was 62 & 78m, the proposed modification would raise the height by 82m a over 100%. If this were a tree growing directly in front of my home I would have the right under the Trees Act of 2006 (amended in 2009) to apply to the Land and Environment Court to have the tree trimmed back in order that I can keep a view I have enjoyed for years, I do not wish to have a concrete tree with glass leaves blocking my view.
4. The proposed buildings along the edges of the southern cove in the form of a "V" will channel the westerly winds into a throttling neck causing accelerated winds to batter the adjacent Kent Street buildings and walkways.



key plan
scale 1:10000



BLOCK 4 DESIGN REQUIREMENTS

Provide colonnade/s along the frontage of Globe St to align with the building/s above. Provide colonnade for minimum 80% of the frontage of Hickson Road.

Provide awning/shelter to minimum 60% of Healy St and Bull St.

Build to the street alignment for minimum 80% of Hickson Rd and minimum 60% of Globe St.

Locate vehicle access from Bull St and Healy St only.

Additional 5m height is permitted for rooftop signage within the Signage Zone.

The maximum permitted north-south dimension of any part of a building between the building setback line and the property boundary is 24m. Provide a minimum 6m separation between different parts of a building between the building setback line and the property boundary.



Provide 10m wide lane within the Low Scale Valley, running straight between Bull St and Healy St.

Provide ground level Public Domain, including Lane, to a minimum 30% of the Low Scale Valley, of which 80% shall be open to the sky.

A 5m wide articulation zone is included on the eastern edge of the Low Scale Valley, within which building elements may be built to the height of the adjacent buildings to which they are connected. The maximum footprint of such elements shall be 30% of the articulation zone.

*GENERAL NOTES: Within the three dimensional drawing of Development Control Conditions, all horizontal planes are at the noted RL above AHD, and all vertical planes are 90 degrees to horizontal. Do not scale from drawing. All drawings are indicative only and subject to further site investigation and detailed survey confirmation.

Legend

-  Main building zone - See Plan for conditions.
-  Building setback zone, within which maximum building dimensions apply.



My objection to the redistribution of land use mix and reconfiguration of public promenade, resulting in a reduction in width of the promenade from a minimum of 60 m to 27 m.

We do not wish the proposed promenade to become like the streets of Sydney which in the first place were of the narrowest of dimension to give comfort to pedestrians 100 years ago. Today the pavements of Sydney have become compressed with trees, bicycle racks, telephones, bus shelters, newsstands, fruit vendors, parking ticket dispensers, rubbish bins, advertising signs, bench seats, coffee tables, chairs and umbrellas, pub tables and chairs, joggers and couriers on bicycles, cyclists who now believe all pathways are cycleways and smokers, to an extent that the pedestrians are being forced onto the road and can no longer enjoy strolling arm in arm on the CBD pavements.

Why take our promenade and allow it to be reduced by 55% from that which was approved. Robbing us of our open space, for the people of this State and visitors of the world to stroll and enjoy our city buildings and waterways without being hustled into the water by commuters.

Leave space for growth, for the future population growth.

I am sure the Minister for Planning needs no reminding that in consideration of the Minister's duties balance is required, on that which has previously been approved on behalf of the people of New South Wales and this gross distorted use of s.75W of the Environmental Planning & Assessment Act, 1979 under "modify". Which I believe the people of the State of New South Wales would not approve.

The requested amendment (Modification No. 4) modifies the Concept Plan to such an extent it is a "radical departure" from the approved Concept Plan and could only be rejected.

Gerald D. Healy

David Gibson - Online Submission from Gina Groves (object)

From: Gina Groves <gina_groves@hotmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 10:56 PM
Subject: Online Submission from Gina Groves (object)
CC: <assessments@planning.nsw.gov.au>

I am concerned about the over commercialisation of the proposal for the Barangaroo site.

Creating huge commercial, residential and tourist facilities in this precinct will not only be an eyesore on the harbour it will also be a strain on the natural environment (degradation of the land limiting the development of green space as well as harm to the harbour waters and ecosystem) as well as create, yet more, transport issues for sydney. What is the plan to create public transport access to this site? or will it be yet another area of sydney dependent on car transportation.

I am also concerned about the lack of cultural development in the precinct - what is the plan for nightlife in the precinct? What cultural attractions will draw sydney-siders (not just tourists walking down from their overpriced hotel) to the site? Surely a site in the CBD that is so isolated from other development would be perfect for live music venues and the like - so they can operate unencumbered by complaints from existing residents and bring real life and energy to the area and not just artificial, souless pretence like Darling Harbour.

The development at Barangaroo should reflect the energy and passion of the Sydney of old - like the pubs in the Rocks over the hill it should bring people together and be a meeting place for play, not for work.

Remember what made you great Sydney. Riches for all, not for the developers.

Name: Gina Groves

Address:

2 Crick Ave, Potts Point NSW 2011

IP Address: - 120.22.95.132

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
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David Gibson

Senior Planner, Government Land & Social Projects

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F: 02 9228 6488

E: david.gibson@planning.nsw.gov.au

David Gibson - Online Submission from Graeme Taylor of Action for Public Transport (other)

From: Graeme Taylor <graeme.taylor5@bigpond.com >
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 9/09/2010 11:36 PM
Subject: Online Submission from Graeme Taylor of Action for Public Transport (other)
CC: <assessments@planning.nsw.gov.au>

Action for Public Transport would like construction of the ferry terminal (three finger wharves) to be made a condition of approval for Stage 1 of Barangaroo and be funded by the developer, Lend Lease. The provision of public transport is an essential element of this project. We ask that each jetty measure at least 18 X 60 metres (pontoon, bridge and fixed wharf) and be capable of accommodating a vessel of 12 X 48 metres on each side. We ask that adequate signage, crowd control barriers and facilities for ticket sales and validation be provided. An arrester should be constructed at the end of each berth to protect the proemade. We ask that adequate weather protection be provided for waiting passengers including protection from the sun. We object to the glass roof depicted in the concept designs. The construction of a hotel over the harbour would become a navigational hazard for ferries and must be deleted from the plans in the public interest. A fourth pier for ferry services could be built in its place further enhancing the environmental sustainability of this project.

Name: Graeme Taylor
Organisation: Action for Public Transport

Address:
63A Wycombe Road Neutral Bay 2089

IP Address: cpe-121-217-134-4.lnse2.clt.bigpond.net.au - 121.217.134.4

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https://majorprojects.onhive.com/index.pl?action=view_job&id=3803

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**David Gibson - Online Submission from Jeneffa Soldatic of Self (object)**

From: Jeneffa Soldatic <Jeniigirl@yahoo.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 10/09/2010 12:04 AM
Subject: Online Submission from Jeneffa Soldatic of Self (object)
CC: <assessments@planning.nsw.gov.au>

As a resident and tax payer of nsw. I would like the record to state that I disapprove of the lend lease proposal and only approve and vote for a proposed "whole" area parkland as a space to be used by all residents and guest of nsw. To help establish a stronger community based enviroment rather than a business one.

Thankyou

Name: Jeneffa Soldatic
Organisation: Self

Address:
Ramsgate avenue
bondi beach

IP Address: 190-76-21-244.dyn.movilnet.com.ve - 190.76.21.244

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
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David Gibson

Senior Planner, Government Land & Social Projects

P: 02 9228 6241
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E: david.gibson@planning.nsw.gov.au

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David Gibson - Online Submission from Tom Ferguson of TFAD Pty Ltd (object)

From: Tom Ferguson <tfad@live.com.au>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 10/09/2010 7:37 AM
Subject: Online Submission from Tom Ferguson of TFAD Pty Ltd (object)
CC: <assessments@planning.nsw.gov.au>

As an architect, I believe the scale of the proposed buildings [as indicated by the model at the City of Sydney Council One Stop Shop] is completely inappropriate for Sydney. The scale is such that even the highest quality architecture could not overcome the impact on the cityscape as viewed from so many different locations.

Name: Tom Ferguson
Organisation: TFAD Pty Ltd

Address:
Suite 202/8 Hill Street
Surry Hills NSW 2010

IP Address: cpe-124-188-249-33.ezsb1.clt.bigpond.net.au - 124.188.249.33

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3803

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David Gibson
Senior Planner, Government Land & Social Projects

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F: 02 9228 6488
E: david.gibson@planning.nsw.gov.au

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David Gibson - Online Submission from annalee wark of primary teacher ()

From: annalee wark <anna_lee_g@hotmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 10/09/2010 7:42 AM
Subject: Online Submission from annalee wark of primary teacher ()
CC: <assessments@planning.nsw.gov.au>

hate the buildings proposed for Barangaroo. They are hideous and abstract the view of our city. They are too high rise and need to be lower level and less obtrusive

Name: annalee wark
Organisation: primary teacher

Address:
7/238 campbell parade bondi beach 2026

IP Address: - 203.23.38.37

Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
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8 September 2010



NATIONAL TRUST

WATSON ROAD
OBSERVATORY HILL

GPO Box 518
SYDNEY NSW 2001

www.nationaltrust.com.au

Mr. Sam Haddad
Director General
Department of Planning
GPO 39
SYDNEY NSW 2001

Dear Mr. Haddad

RE: Barangaroo – MP06_0162 MOD 4 (Hotel development, additional GFA and Height)

The National Trust has reviewed the application for the concept plan amendment which if approved would facilitate the construction of a hotel in the harbour, additional GFA and height at Barangaroo. The National Trust's Alternative Concepts published on the 23 June 2010 clearly articulated our position on this matter. The following elaborates on the Trust's position and represents its formal submission on the proposed concept plan amendment.

Hotel

The National Trust has no objection to the inclusion of a hotel at Barangaroo provided that the private structure does not intrude into Sydney Harbour. Effectively the Trust remains opposed to Lend Lease's proposal on the grounds that the:

- i. positioning of the high rise tower alienates the harbour;
- ii. scale, mass and location of the proposed building is visually intrusive;
- iii. use represents a significant privatisation of the public domain;
- iv. plan conflicts with the planning principles contained within Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;
- v. use is inconsistent with the National Trust's Sydney Harbour Landscape Conservation Area;
- vi. development creates unwelcome precedent; and the
- vii. skyscraper's position compromises future maritime opportunities.

The Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (REP) is quite precise in its intentions. Specifically:

- a. development should protect, maintain and enhance the natural assets and unique environmental qualities of Sydney Harbour and its islands and foreshores;
- b. public access to and along the foreshore should be increased, maintained and improved, while minimising its impact on watercourses, wetlands, riparian lands and remnant vegetation;
- c. development along the foreshore and waterways should maintain, protect and enhance the unique visual qualities of Sydney Harbour and its islands and foreshores;
- d. adequate provision should be made for the retention of foreshore land to meet existing and future demand for working harbour uses; and the
- e. provision and use of public boating facilities along the waterfront should be encouraged.

Positioning a privately owned 158m high skyscraper in the harbour epitomizes the absolute antithesis of the REP's spirit and intent. The proponent has publically rationalised that the hotel's location is required to articulate the foreshore. Articulating the foreshore of Sydney Harbour with a landmark building could potentially justify any future development over the water. The proposal therefore represents an undesirable precedent and is presented with comparatively poor justification.

Gross Floor Area


The proponent seeks a generous increase in the gross floor area (GFA) far above that provided for in the initial concept plan approval dated February 2007. The incremental escalation of the proposed GFA in South Barangaroo reveals an insidious precedent for subsequent stages.

The exhibited preferred scheme sought to concentrate high rise commercial and residential development in South Barangaroo. As such, the Lend Lease scheme generally respects the demarcation established in the 1970s between the high rise of the CBD and the small scale built form of The Rocks.

The Trust would therefore be opposed to any high rise development in Stage 2 on the grounds that it would conflict with the fine grained, heritage character of the adjoining Millers Point and The Rocks. Accordingly, any consideration of the proposed generous GFA in South Barangaroo should be contingent on the adoption of development controls by the NSW Government that prohibit further floor space as well as height increases in mid Barangaroo above those exhibited in the preferred scheme.

The National Trust of Australia (NSW) requests a meeting to discuss its submission and its alternative concepts at your earliest convenience. Please contact me on (02) 9258 0141 or by email at swoodcock@nationaltrust.com.au

Yours sincerely

A handwritten signature in dark ink, appearing to read 'S Woodcock', followed by a long horizontal line extending to the right.

Scott N. Woodcock
Public Relations Director

David Gibson - Online Submission from Conrad Grah (support)

From: Conrad Grah <conradgrah@yahoo.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 10/09/2010 8:30 AM
Subject: Online Submission from Conrad Grah (support)
CC: <assessments@planning.nsw.gov.au>

It saddens me that people with vested interests are trying so hard to stifle this project. To me they seem very selfish. Sydney needs a grand development on this site.

I actually feel that it should be even bigger and bolder but I definitely don't want it watered down. The hotel on the water is a great idea, I just wish it was taller.

Please allow this through, especially if they enhance it more with much taller and bolder towers that make a statement that "Sydney is still the place".

I live in Pyrmont and all this silly talk about shadows over the harbour really annoys me. Again, it's just people trying to protect their own selfish little patch.

Make it happen!

Name: Conrad Grah

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B19/40 Saunders St Pyrmont

IP Address: - 119.225.4.102

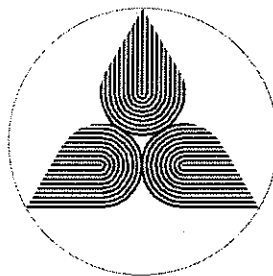
Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
https://majorprojects.onhive.com/index.pl?action=view_job&id=3803

Site: #188 Barangaroo (formerly East Darling Harbour)
https://majorprojects.onhive.com/index.pl?action=view_site&id=188

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NSW Department of Planning

SUBMISSION BY

Australian Institute of Landscape Architects – NSW Group

Barangaroo (formerly East Darling Harbour) - Sydney

MP06_0162 MOD 4 (Hotel development, additional GFA and Height)

This submission is made by the NSW Group of the Australian Institute of Landscape Architects (AILA NSW) to the NSW Department of Planning

The submission has been made in response to:

- The guiding master plan process undertaken by the Authority
- The Lend Lease proposal for Stage 1 of the Barangaroo development site and the associated display.
- The parkland proposals for Barangaroo North

BACKGROUND

The opportunity: The Barangaroo Project is a once in a generation opportunity and demands the communities of Sydney engage with the project and debate its future. Barangaroo should become a showcase of excellence in public domain design.

The areas of concern: Whilst the AILA NSW Group recognizes and applauds the stated intention to achieve a carbon neutral development, the aim of achieving best practice should extend to all aspects of this project. This submission identifies three key areas of concern. Listed below, these areas of concern are expanded in the following pages:

1. The governance framework, public accountability and openness of the planning process;
2. The adherence to urban design principles that underpin a robust and enduring public domain; and
3. A rigorous approach to design of the harbour's landscape.

Australian Institute of Landscape Architects NSW

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THE AUSTRALIAN INSTITUTE OF LANDSCAPE ARCHITECTS

1. Governance

The development of these public lands needs to occur within a governance framework that protects the long-term public interest, whilst leveraging private sector investment through opportunity.

The planning process for these lands needs to be fully open to public scrutiny and engagement. Decision making for the site can be interpreted as having diverged from principles identified through a publicly accessible process.

Recommendation

A holistic approach to built form and public domain design should be developed for the whole Barangaroo site, and the design of initial development stages are to be consistent with this overall public domain and built form plan.

A revisiting of the master plan should be undertaken through a transparent and considered process, open to public scrutiny and participation.

2. Urban Design Principles

A fabric of fine-grained lots sympathetic with the city's overall landscape and morphology, public streets, public foreshore, continued harbourside maritime activity and robust transport infrastructure had previously been identified as key principles to provide an enduring foundation for successful incremental development on the site over time.

Recommendation

The Government should provide and demand adherence to a master plan with a clear and robust public domain framework of unambiguous streets, squares and parks. Public infrastructure should be defined and delivered and the master plan should protect and complement the City's overall form, views and connections. The urban design must be rigorous and give primacy to the public domain and green infrastructure.

3. Landscape design at the harbourside

The design of a major new public parkland on the harbour is a rare and significant opportunity to give optimistic and contemporary expression to the aspirations and values of the city's citizens.

It should also become a place that:

- celebrates its unique history;
- diversifies recreation opportunity at the harbourside;
- establishes a landscape of high environmental sustainability; and
- develops the potential Green Infrastructure benefits of the site.

Recommendation

The site's entire complex history can inspire distinctive and rich design solutions,. Sydney Harbour is a gallery of landscape architectural projects over the last forty years and continuing today. These demonstrate what contemporary practice can provide with an informed client and enlightened brief.

The brief for the headland park should not be constrained to a prescribed outcome, and should explore a range of potential expressions of the city's aspirations in creating a truly sustainable setting for diverse activity.

David Gibson - Online Submission from Selene Alcock (object)

From: Selene Alcock <selenesays@hotmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 10/09/2010 9:07 AM
Subject: Online Submission from Selene Alcock (object)
CC: <assessments@planning.nsw.gov.au>

I have read a lot about Barangaroo and the proposed development. I have read the viewpoints of well-known architects both for and against the development. I would say that there is a pretty resounding case mounted by many architect and local people against the development going ahead as is. It would be a crime to destroy Sydney's foreshore heritage in this manner. Please reconsider.

Name: Selene Alcock

Address:
PO BOX 756 Edgecliff NSW 2027

IP Address: - 120.16.233.22

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The Director General
NSW Department of Planning
Major Projects Assessment
GPO Box 39
Sydney NSW 2001

Thursday, 9 September 2010

Dear Sir,

Objection to the proposed further modification of Barangaroo Concept Plan, Barangaroo MP 06-0162 MOD 4 (Hotel Development, additional GFA and height).

I am compelled to write to you as a concerned citizen of Sydney about the proposed changes to the Concept Plan for the redevelopment of Barangaroo.

Outlined below are details of my specific objections. I am not a technical person so please forgive my "layman's terms" when referring to the documentation and model on display at City of Sydney's Town Hall.

I think the re-development of Barangaroo is a very exciting project and an incredible opportunity for Sydney. Done well it could be a tremendous boost for Sydney; something to be proud of for hundreds of years. Done badly it could be devastating to the current and future residents and workers of Sydney and set an ugly precedent that would make our harbour foreshores an ugly, disruptive feasting ground for unscrupulous developers forever more.

My reasons for requiring the NSW Planning Department to reject the proposed further modification of Barangaroo Concept Plan are as follows:

At the moment, what's has been put forward by Lend Lease is nowhere near the standard required for a project of such significance, and does not meet the expectations or needs of the citizens of Sydney.

Broadly speaking, the concept is out of character with existing development within the city, destroys the form of the cityscape, would set afore-mentioned unacceptable precedent regarding development on the harbour foreshore, and delivers too little public benefit in exchange for an absolutely excessive increase in density, heights and widths and unacceptable loss of usable public space and open sky.

The emphasis with this development must remain on public spaces, creative expression for the people of Sydney, and low-cost enjoyment of public land, meaning usable parks and recreation areas; not pointless waterways, shopping centres, commercial spaces, hotel and pedestrian malls.

The proposal does not reflect the wishes or needs of the local residents and workers, or the best interests of our domestic and international tourists, today nor into the future. It has been created out of a withering, old fashioned paradigm, with no understanding of local sensitivities, aspirations or entertainment trends. Nor is it sympathetic to future economic, social and environmental trends – such as likely changes to the transportation of food and people as fossil fuels run out and natural events become more severe. It does give a nod to some environmental concerns, at least.

Adding insult to injury, the buildings Lend Lease is championing are not even INTERESTING, rather, they are a seeming regurgitation of concepts and shapes seen in

other places across the globe. There is nothing "Sydney" about what is being proposed. For such a gorgeous and wonderful location, surely it is possible to scare up at least 10ml of creativity with which to express our "Sydney-ness"?

Compromised Public Process – Legally Flawed?

The documentation provided by Lend Lease for public assessment appears to be both incomplete and vague about key details (such as building shape and position within the proposed envelopes), and at the same time deliberately complex – or perhaps disorganised and inexpertly compiled – so as to impede informed decision-making by the public. It is also unclear which aspects of the development are already confirmed and which remain to be confirmed, again making it difficult for the public to make meaningful contributions to the planning process, thereby potentially legitimising it.

Building sizes: heights, widths, density (gross floor areas)

The changes to proposed building envelopes are well in excess of the current approved block envelopes, as detailed in the Barangaroo Part 3A Modification Report - January 2009. Figure 12.

Buildings at Barangaroo ABSOLUTELY MUST remain within these previously approved block envelopes. Any proposed changes to the approved block envelopes or request to build a structure outside of these previously approved boundaries must be immediately rejected. Full stop. No question. No compromise. No negotiations to be entered into. I take particular exception to the building envelope closest to the Harbour Bridge and Central Barangaroo. (I think it is called "Block 1"). Constructing buildings of these proposed sizes in those spaces would result in an eye sore significantly greater than Blue's Point Tower and the Toaster, permanently damaging the form and character of the city, not to mention the creation of unacceptable shadows and wind corridors, and traffic impacts to the local area.

The increase of 59,965m² gross floor area (GFA) within approved Blocks 1-4 should be rejected. The increase in building height (RL) from 62m to 80m for Block 1; increase in building height (RL) from 112 m to 209 m for Block 3; maximum increase in building height (RL) from 100 m to 175 m for Block 4; and establishment of a maximum building height of 41.5m for Block X and 170m for Block Y should all be rejected.

The reconfiguration of built form blocks and establishment of two new blocks (X & Y) must also be refused.

The hotel

The proposed hotel on a pier over the water should be refused in all forms. Reducing heights, floor space ratios or width will do nothing to endear me to it. It should not exist on this harbour. There should not be a building in that location, of any shape or size, let alone a private commercial building that only wealthy people could make use of. Any space around it or within it should be marked commercial on the Lend Lease drawings, as should the waterway beside it. The proposed hotel takes up an unacceptable area of public land and sky and interferes with the functioning of the working harbour.

As outlined above, if constructed that building would be a more significant eye sore than Blue's Point Tower and the Toaster, and would permanently damage the form of the city skyline. It is absolutely massive. It would also cast unacceptable shadows into public spaces, the harbour and across the city. Traffic and deliveries to the base of the building would also have a negative impact on the public areas and amenity of the development overall.

It's public land. Proposing to construct such an elitist, private, commercial venue in such an inappropriate location is the height of arrogance and disrespect.

The enlargement of Concept Plan area into Sydney Harbour to accommodate landmark building and pier (Block Y) must be refused.

Triangle-shaped "Bay" water feature

The triangular water feature beside the proposed hotel is unnecessary and severely reduces the amount of public land available for use. It separates the South from the rest of the Barangaroo site, damaging the interconnectedness of the park to the city and results in a huge loss of public area. It is completely unnecessary in a city surrounded by water, and in a harbourside recreation area. People would rather have a grassy area to sit in so they can enjoy the existing harbour waterscape.

The request for approval of an amendment to the original concept to allow the loss of public land to create a useless waterway should be rejected.

Usable public space & connectivity between areas

Central and South Barangaroo need to be built to accommodate crowds of a similar size to those currently attending free outdoor events at the Domain such as "Symphony In The Domain" or "TropFest" and the like.

The buildings and thoroughfares also need to be built to accommodate this large amount of foot traffic, especially after an event held on site (ask an insurance company). The footpath over the triangular water feature is too narrow for that purpose. If the water feature stayed, that pathway would become the main thoroughfare and after a large outdoor public event would not be able to cope with the number of pedestrians using that access point to walk back into the city. Similarly, the man-made cove interferes with the use of the land mass for public recreation and creates separation between the different development zones of the park, while impeding pedestrian access.

The proposed pedestrian routes and mall areas are compromised by traffic necessary to service shops, commercial spaces and public venues. Not enough consideration has been given to this separation of functions and flows of both people and service vehicles.

Public transport has been ignored and must be shown to feature within the Concept Plan. Where are the bus terminals, trams stops, train connections going to be? Will there be a taxi rank, if so, where? What impact will it have on the public amenities and experience of the precinct? Will it compromise public access and recreation?

The public promenade is also too narrow. Public space must be retained, even increased. The public promenade must be preserved at least at the size of the original concept. The redistribution of land use mix and reconfiguration of public promenade, resulting in a reduction in width of the promenade from a minimum of 60m to 27m must be refused.

I also think the proportion of commercial, retail and residential space is wrong and more space needs to be given to residential premises.

Tourism, traffic and transport

Lend Lease must find other ways of meeting its obligations to provide the public space for active and community uses, for example by including more open, green space and public venues in the south end of the land area. Traffic congestion along Victoria Rd and over the ANZAC bridge is terrible and gets worse year by year. Moving the cruise terminal from Barangaroo, to an alternative location (such as White Bay) is illogical and unacceptable. We need to ensure tourists have an optimal experience of the city. Introducing them to Sydney traffic congestion on Day One, during a limited stay, is unthinkable. It would also require the construction of roads and provision of buses – in short, a huge increase in workload for the local councils and State Government, and much wider negative impact on residents and workers commuting into the city.

Given these tourists are often high end travellers – and dive straight into the elite shops – it would make much more sense to get them to their hotels and closer to their preferred retailers and restaurants sooner rather than later. Again, dropping cruise passengers off anywhere but as close as possible to the central harbour area, The Rocks or Circular Quay is short-sited and unacceptable. Any reported benefits of having a hotel on a pier in that location are completely negated by the public expense, inconvenience to visitors, and disruption to thousands of commuters and residents of moving the people from an alternative location back into the city.

Obviously, the 8,500m2 passenger terminal GFA must remain at Barangaroo and the request by Lend Lease to remove it refused.

Recreation and creative expression

More thought needs to be given to street-scape, integrating the natural world, greenery and tying the commercial areas into the natural world, sympathetic with the Sydney lifestyle (outdoors, sporty, accessible to all). Not enough area has been given to creative expression and socialising. Shopping (retail space) does not count. Where is the town square Sydney so desperately needs?

Similarly, more creative spaces need to be included in planning for South Barangaroo – small bars, music venues, affordable artist's studios and community space for public hire. (Think church hall or community centres).

In addition, an increase in green space is needed in the commercial areas. Where will people sit and eat their lunch? They won't all have time to walk up to Headland Park but will be looking for resting places immediately beneath their buildings, and not necessarily at a café. Many people bring their own lunches with them from home, so give them somewhere to sit while they enjoy their sandwiches, close to their workplaces, for free.

Retail areas should be at least halved and these alternative spaces created. South Barangaroo needs to have a village atmosphere and "still" point at its centre where people can rest, not endless concrete and glass corridors and retail outlets.

In addition, a large "Broadway-style" theatre should be incorporated within one of the commercial buildings in South Barangaroo, perhaps on an elevated level, not necessarily at ground level.

Planning issues

Other issues of concern about the proposal include the orientation of buildings in relation to Margaret St and others; locations of roads, connectivity with existing city roads, e.g. Lime St, and parking areas around Hickson Rd between Miller's Point and Margaret St; creation of wind tunnels and shadows cast over the CBD, King St Wharf, Headland Park, the public promenade, and Pyrmont.

Other concerns are a lack of clarity around the terms "public space", "publically accessible" space and the like. What's the difference? Will these areas be publicly managed (City of Sydney or Harbour Foreshore Authority) or privately managed (by future owners, for example). In which case, can public space be truly called "public space"? Exactly what, are we, the public, getting? (How do we know we are getting what Lend Lease has been required to provide us with in terms of total area?) Lend Lease needs to provide further information that allows the public to have an absolutely transparent understanding of their meanings.

Conclusion

I believe the submission process has been compromised, if not completely illegitimated, by the fact that the public has been asked to submit its views without enough easy to follow, specific, 100% clear information having been provided by the developer for

accurate assessment. I cannot see, for example, how it is possible to comment on or approve building envelopes without seeing the buildings within them first, or the exact locations of roads leading to the buildings, or the proposed orientations of these buildings upon the blocks (footprints) being suggested.

To make amends, the public submission period renewed or extended.

Lend Lease is asking for too much with this amendment to the proposed Concept Plan.

Barangaroo is public land. It needs to be developed to serve the best interests of the community – outdoor space, green space, affordable residences, art enclaves, community and Government services, appropriate workplaces, places where people can gather and exchange ideas, exercise, and enjoy themselves in a low-cost, low-pressure, friendly, sunny environment. Looking forward, we may need to use that land for growing food, receiving watercraft from further inland (commuters from upriver) or interstate, or as a public transport hub. None of us are fortune tellers – we need to keep the space as flexible as possible so the City will be able to accommodate our future needs.

Therefore, it is with great passion, and in great distress, that I urge you to protect the interests of the public at Barangaroo and reject the Lend Lease request for changes to the Concept Plan.

Please reject the request for a dramatic increase in gross floor area, the addition of a hotel suspended on a pier over the harbour (and triangular water feature), loss of the cruise terminal, addition of new towers to the site, and excessive heights, widths and densities of proposed buildings.

With kind regards, and in faith,

Elayn James
Un 8 / 60 Carlton Cres
Summer Hill NSW 2130

David Gibson - Online Submission from Franca Spangaro McAllan (object)

From: Franca Spangaro McAllan <spangaromcallan@gmail.com>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 10/09/2010 9:23 AM
Subject: Online Submission from Franca Spangaro McAllan (object)
CC: <assessments@planning.nsw.gov.au>

I strenuously object to such a project that has only the ability to turn a profit for the current state gov and a private company. In return the public of Sydney will get another 5-star hotel that may look attractive to some when constructed but only for the next twenty years, what then? When its modern style becomes outdated and we're left with a building that completely changes the harbour and overshadows historic the Rocks, one of Sydney's main attractions to just these visitors flock to.

As for the reduction in the public area, isn't it already tokenistic enough? By all means do something with the space, but just ensure that it's something that the entire city will not regret in ten to twenty years.

Name: Franca Spangaro McAllan

Address:
8 Nelson St Gladesville, NSW

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Submission for Job: #3803 MP06_0162 MOD 4 (Hotel development, additional GFA and Height)
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David Gibson - Online Submission from Fernanda De Paula Macedo (object)

From: Fernanda De Paula Macedo <feferjornalismo@yahoo.com.au>
To: David Gibson <david.gibson@planning.nsw.gov.au>
Date: 10/09/2010 9:47 AM
Subject: Online Submission from Fernanda De Paula Macedo (object)
CC: <assessments@planning.nsw.gov.au>

I would like this development to be revisited and I request that the current proposal do not go ahead since the tall bulkheads will destroy that area of the city and Sydney residents are not willing to accept this.

Many thanks, Fernanda

Name: Fernanda De Paula Macedo

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